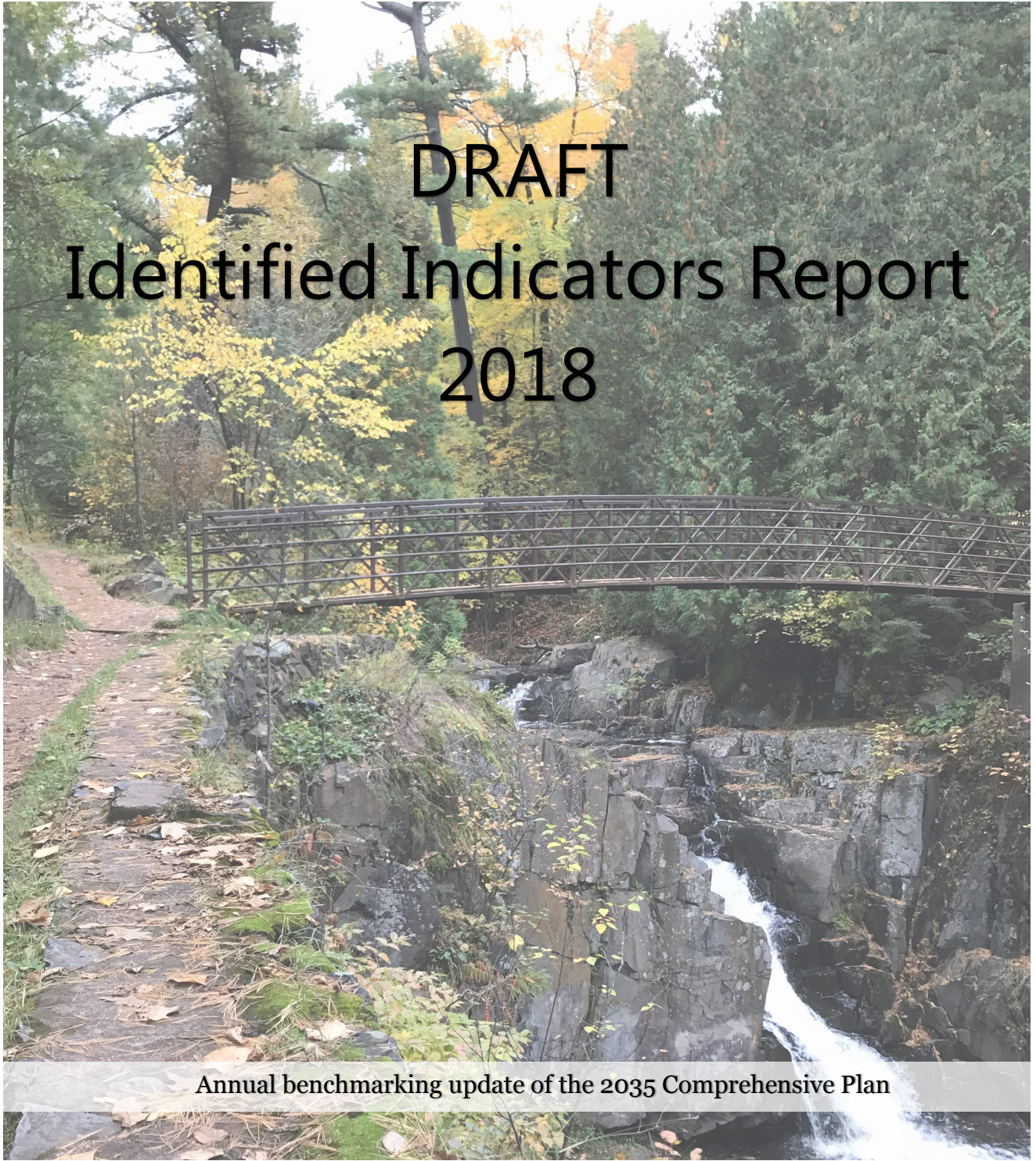




DRAFT Identified Indicators Report 2018

Annual benchmarking update of the 2035 Comprehensive Plan



Published March 2019





ACKNOWLEDGEMENTS

CITY COUNCIL

PLANNING COMMISSION

COMMUNITY PLANNING STAFF

IMAGINE DULUTH 2035 VISION COMMITTEE

DULUTHIANS

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INTRODUCTION

During the engagement process of Imagine Duluth 2035, it was highlighted that the City be required to annually report back to the community in regards to changes and progress made on the plan. In order to ensure government accountability and to respect the input received from community members, the Metrics & Measurements chapter of the Comprehensive Plan outlined the need to report back on identified indicators, other periodic demographic information, and implementation actions. This first Identified Indicators Report includes summarized data that graphically represents the indicators laid out in the Metrics & Measurements chapter. However, this report does not include the periodic demographic information and the implementation actions requested in the 2035 Comprehensive Plan update.

The periodic demographic information prescribed in the Metrics & Measurements chapter includes: population and age-related demographics, density information— specifically in the Core Investment Areas, development information in floodplains (housing units, commercial areas, etc.), and information on public transit. This information was outlined in the plan to be included in the annual report on a periodic or as needed basis. It was identified that for the 2018 report, the periodic demographic information was not necessary to include, largely due to timing issues and lack of information. Substantial information is still needed to report back on Core Investment Areas because the City is still in the process of identifying these areas with stakeholders and community members. Additionally, the City has identified the need to increase staff capacity in the near future by hiring a Transportation Planner position which would allow for an influx of more sophisticated transportation planning information. In short, the periodic demographic information will be included in later annual reports once more information becomes available.

The implementation actions matrix called for in the Metrics & Measurements chapter is not included as part of this report but is instead its own separate publication labeled Implementation Actions Report 2018. That being said, the Comprehensive Plan's Guiding Principles and Policies will be referenced throughout this Identified Indicators Report. The Implementation Actions Matrix 2018 is meant to be a separate, annual reporting document that can be used for referencing the Comprehensive plan elements listed under each indicator.



All of the indicators that were outlined in the Metrics & Measurement chapter are included in this 2018 annual report. That includes topic areas such as: Housing Cost Burden, General Housing, Employment, Poverty & Homelessness, Healthcare & Food Access, and Resilient Community. As noted before, the relevant Governing Principles and Policies will be listed in a gray box underneath each indicator's introductory paragraph. A short analysis and reasoning for inclusion is written for each indicator and the data source and year is listed underneath the corresponding graphic. There is purposefully minimal conclusions made over the data included in this report because it is meant to be a broadly interpreted snapshot or baseline measurement to the indicators outlined in Imagine Duluth 2035. However some indicators did have the ability to consider data from previous years. In those cases, change over time was considered in the metric. Over time, these annual reports will be more capable in interpreting our measurements of change and the magnitude of implementation.

The Identified Indicators Report 2018 is the first of many. For future reports we will reassess the relevancy, methodology, and graphic quality of each indicator to better address how we are showcasing progress of the plan's goals. Additionally, we will reassess and remark upon the availability and reliability of data for each indicator. These actions are put in place to deliver consistent publications and to help us interpret the changes being made to carry out the community-led vision that is Imagine Duluth 2035.



IDENTIFIED INDICATORS

In the Metrics and Measurements chapter of the Imagine Duluth 2035 Comprehensive Plan, a list of indicators were laid out in order for the City to enact change and measure implementation. This first Identified Indicators Report presents a variety of baseline metrics that are projected to be reassessed as needed in future reports. Upon measuring the indicator and finding its irrelevance or unavailability of data, some components might not be included in years to come. However, this report includes all indicators outlined in the Comprehensive Plan.

1. Housing Cost Burden

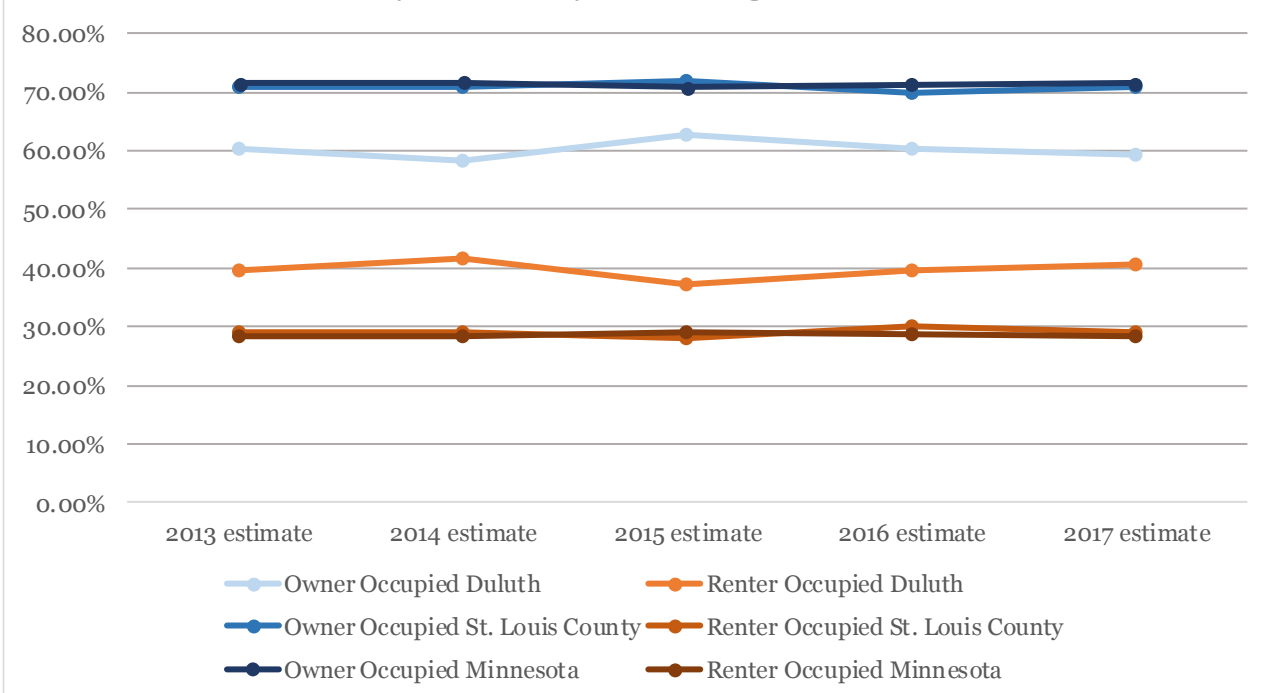
A substantial goal of the City is to provide affordable and attainable housing opportunities for all Duluthians. Different scales in measurement were used to address such a topic including comparative rates of renter and owner units between Duluth, St. Louis County, and the State of Minnesota. Additionally, the census tract scale was used to interpret data through spatial analysis. By looking through this scale we can better understand how housing opportunity can be linked to geography.

1.i. Housing Tenure

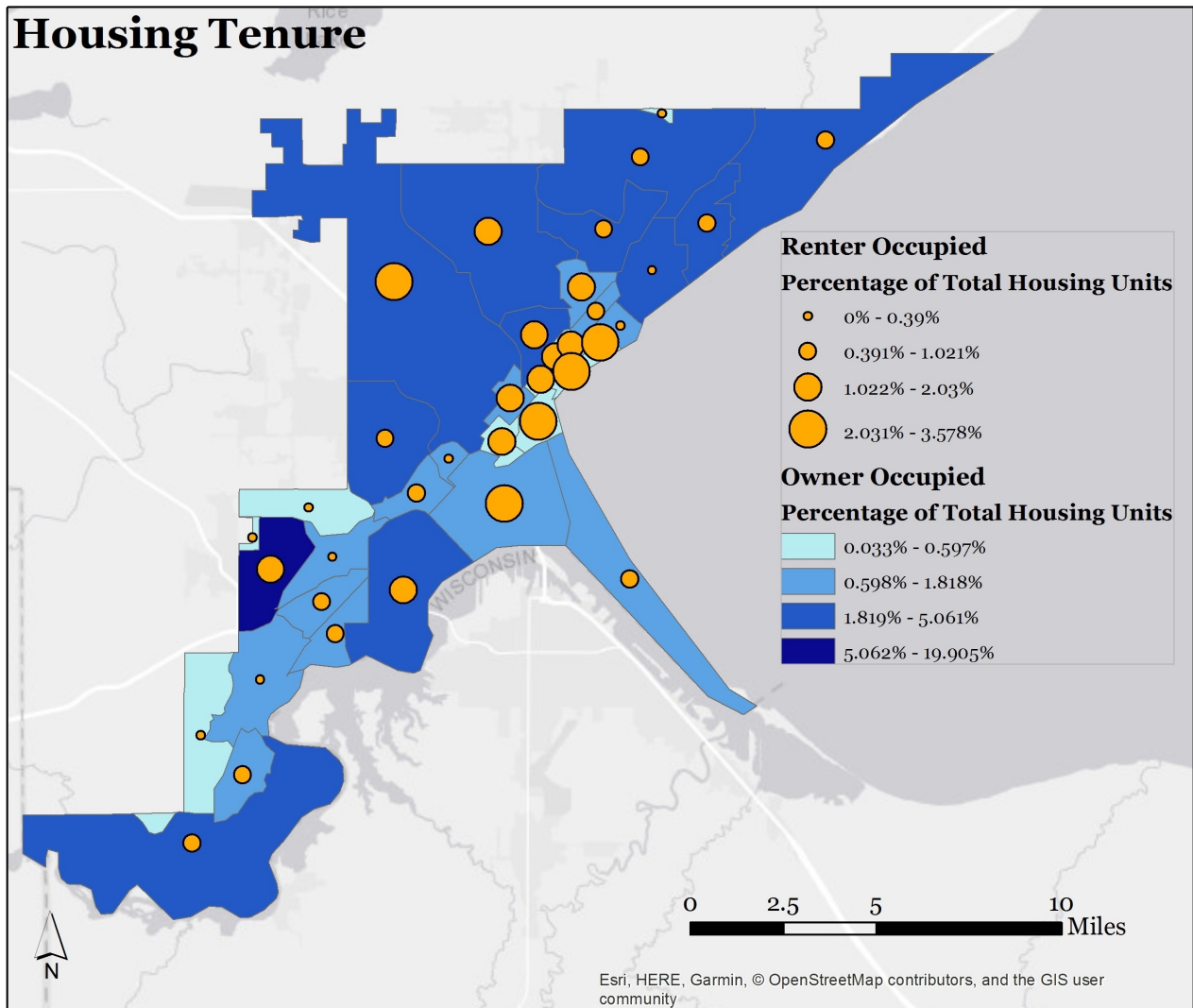
Addressing the city's make-up of renter and owner occupied housing units can be used to inform and prioritize important policy decisions. With comparative data we can visualize and assess how Duluth's policies and resulting actions stack up to the context of the greater region and state.

Governing Principles: 14 | Policies: H1, H2, ED1

State, County, and City Housing Tenure 2013- 2017



Data: 2017 ACS 1-year estimates



Data: 2012 ACS 5-year estimates, Normalized: City of Duluth Total Housing Units

1.i. Continued

As can be seen with the spatial data above, most of the census blocks have an inverse relationship between rental and owner units. It is important to note that the data for each owner occupied and renter occupied unit is divided by the estimated total number of housing units throughout the City. By doing this, the different classifications are no longer representations of where housing units are most dense but as a rate that is normalized, and therefore comparable between each census tract despite varying geographic size.

Considering both graphics, we can keep in mind that Duluth's overall rental housing rate has consistently been around 40% over the last five years while viewing where such concentrations exist across the City. Considering the map above, it is most obvious that the City's rental population is concentrated in the center, near Downtown. Asking questions as to why this spatial pattern exists is the next step in following through on Policies and Strategies laid out in Imagine Duluth 2035 with consideration to Housing, Economic Development, Transportation and other plan topics.

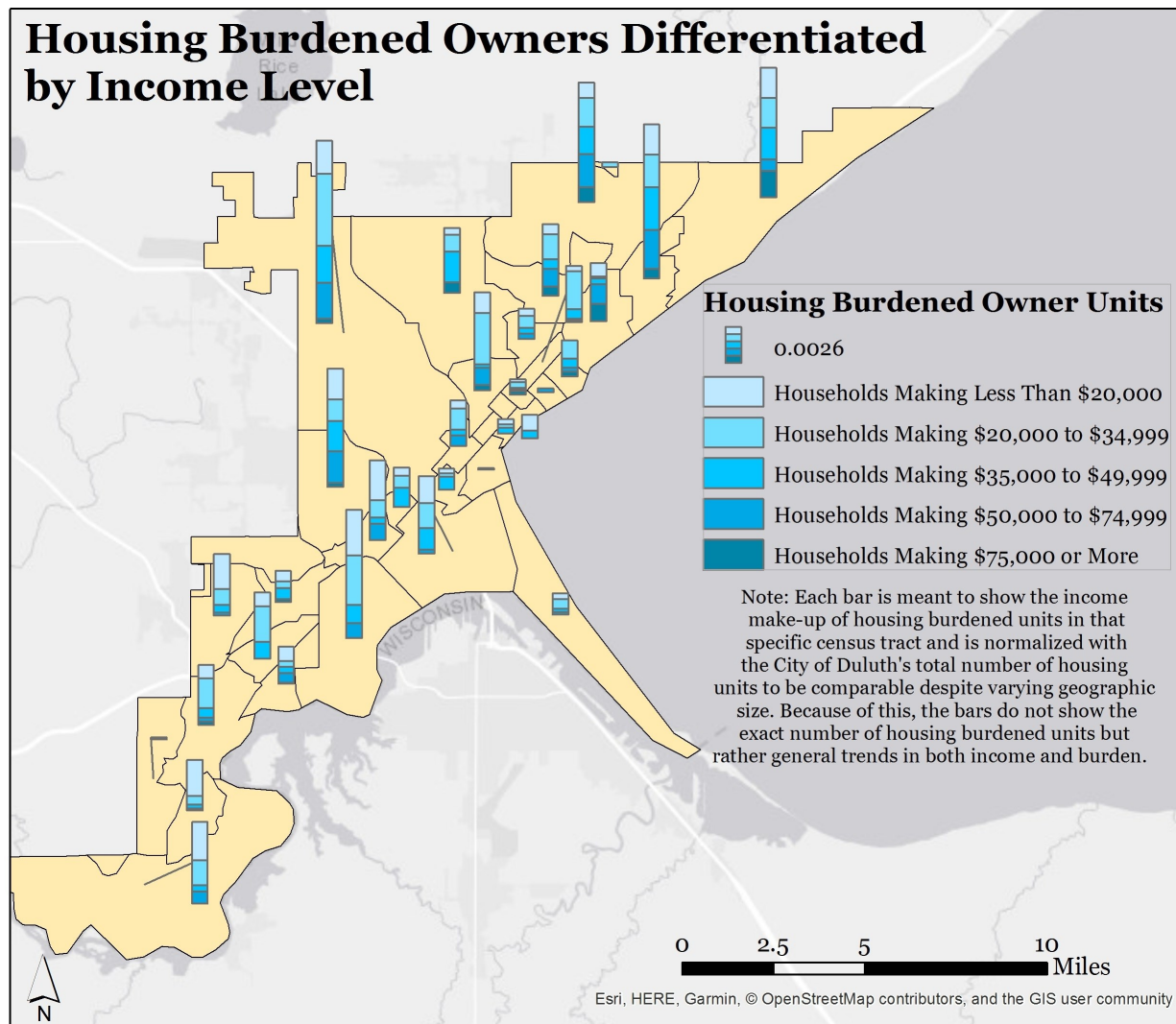


1.ii. Housing Burden by Income Level

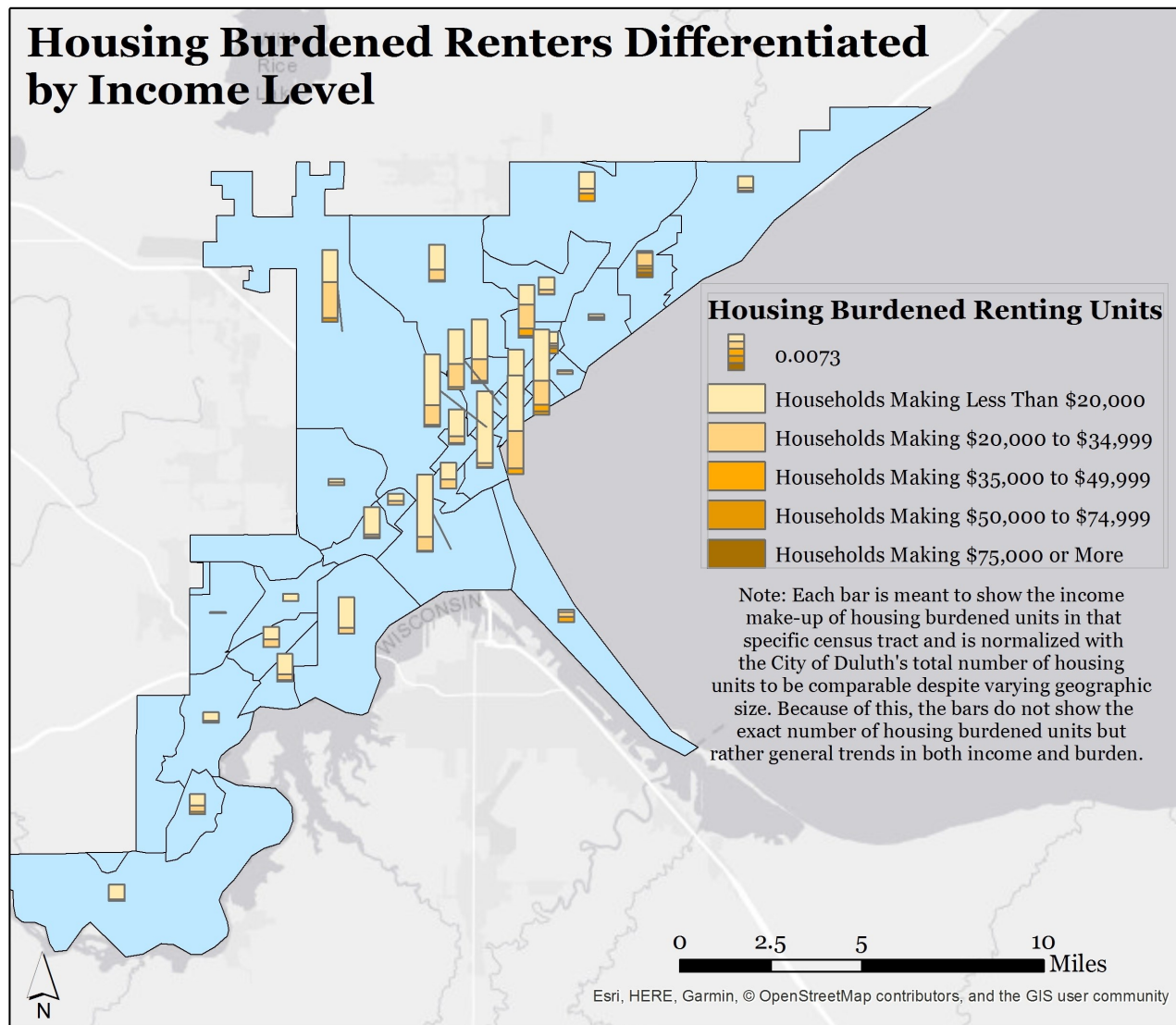
Housing burden is defined by paying 30% or more of your income on housing costs. In addition to looking at housing tenure throughout the city, addressing housing burden and then overlaying income level was another directive laid out in the Metrics and Measurements chapter. This is especially important when considering Housing and Economic Development equity goals laid out in Imagine Duluth 2035.

The data shown in the graphic below represents the different income levels of housing burdened home owners in each census tract. When compared to the graphic on the right, it is evident that there is less disparity between income levels and housing cost burden if the unit is owner occupied. In the renter occupied map, there is a much clearer burden for the first two, lower classifications of income level. Additionally one can see the general concentrations of housing burden per census tract and think back to how that correlates with the housing tenure map shown on the previous page.

Governing Principles: 14 | Policies: H1, H2, ED2



Data: 2012 ACS 5-year estimates, Normalized: City of Duluth Total Housing Units



Data: 2012 ACS 5-year estimates, Normalized: City of Duluth Total Housing Units

1.iii. Severe Housing Burden

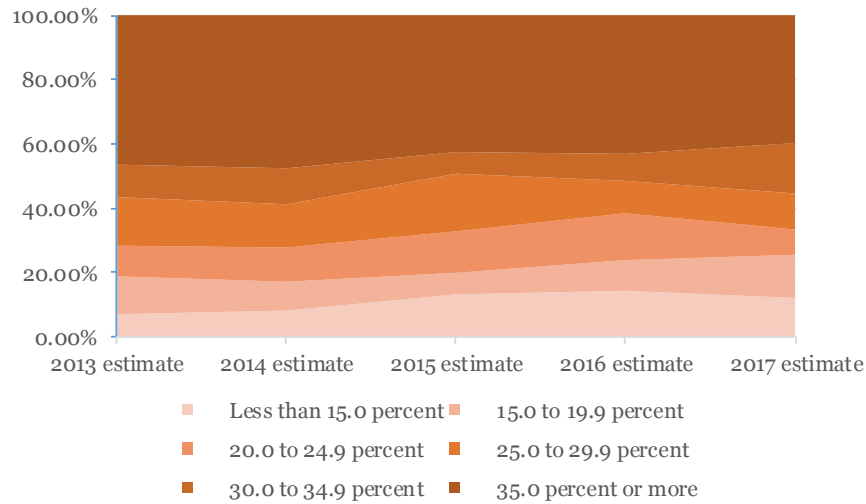
Beyond being housing burdened and spending at least 30% of your income on housing costs, there is a measurement of severe housing burden which has the threshold of spending 50% or more of your income on housing costs. In the graphic on the next page, one can get a sense for change over time of the City's housing burden while differentiating between home owners and renters. Most visually obvious when comparing the two graphs is that a much larger portion of renters spend 35% or more of their earnings on housing costs and that this has been relatively consistent over the last five years.

The term "Selected Monthly Owner Costs" was developed by the American Census Bureau to represent the sum of payment for mortgages, real estate taxes, various insurances, utilities, fuels, mobile home costs, and condominium fees. This term is sometimes differentiated between having a mortgage or not having one.

Similarly, the term "Gross Rent as a Percentage of Household Income" was determined by the American Census Bureau to be a computed ratio of monthly gross rent to monthly household income.

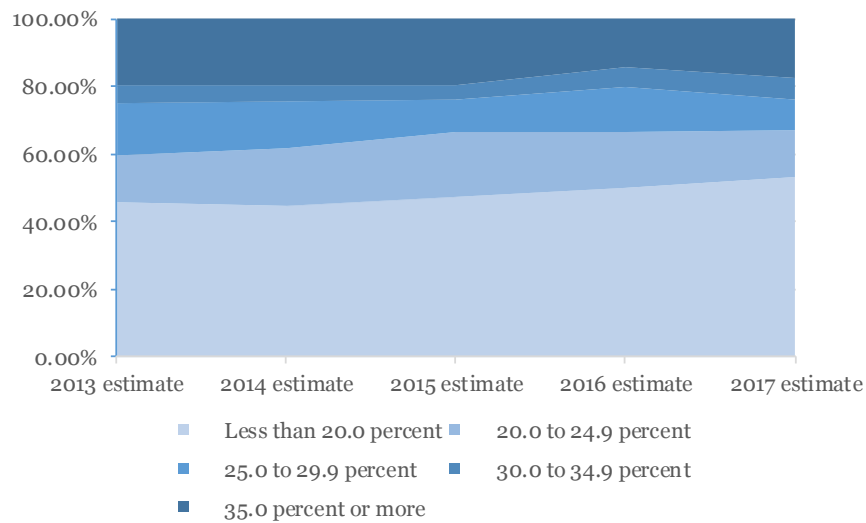


City of Duluth Gross Rent as Percentage of Household Income 2013-2017



Data: 2017 ACS 1-year estimates

City of Duluth Selected Monthly Owner Costs as Percentage of Household Income 2013-2017

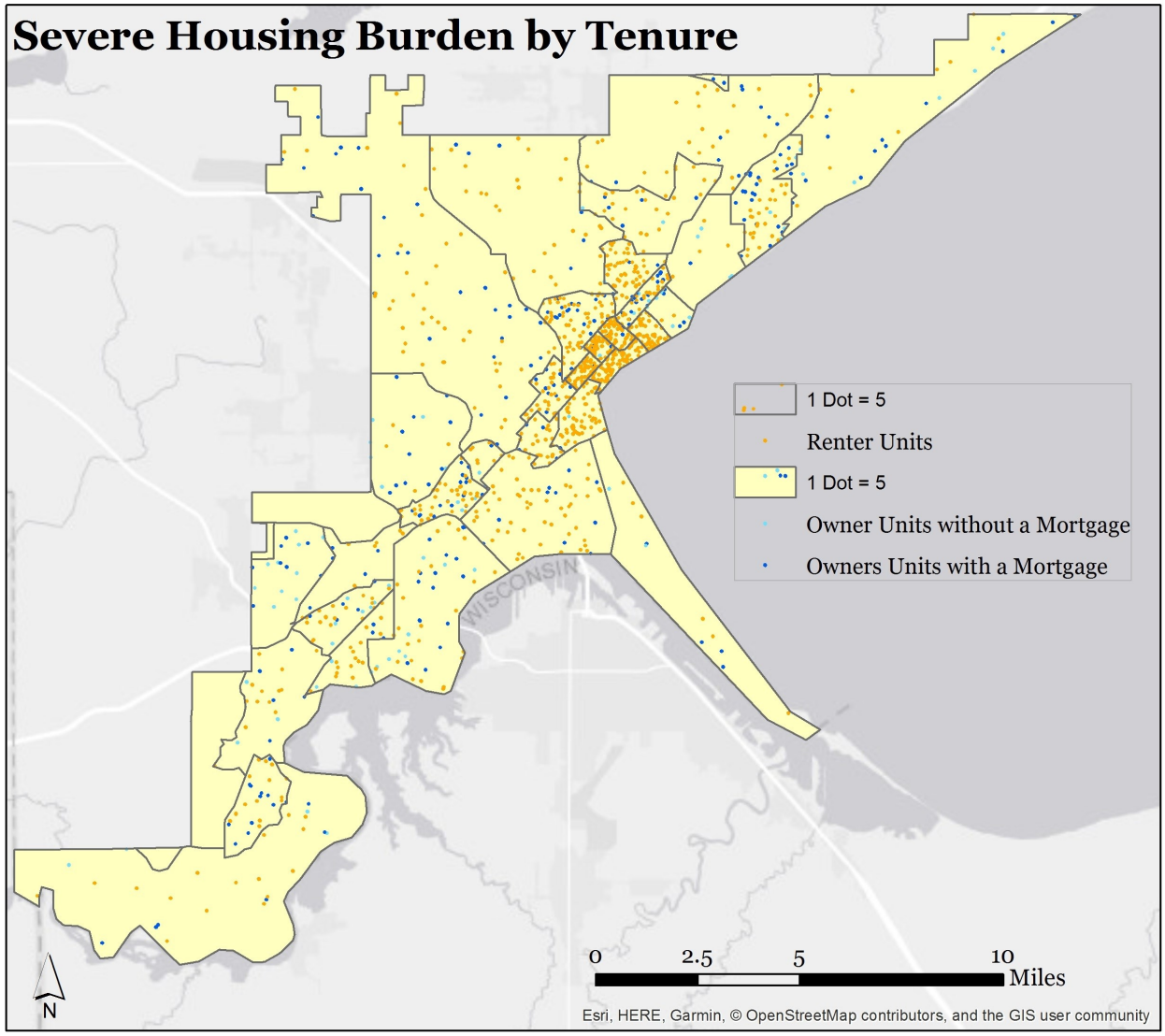


Data: 2017 ACS 1-year estimates

1.iii. Continued

The dot density map on the next page illustrates the estimate of those who are severely cost burdened as opposed to a mixture of regular and severe housing burden in the graphs above.

It is important to note that in the dot density map, the data does not need to be normalized like the map in 1.i. and the dots do not represent the actual geographic location of the housing unit. The mapping software randomly places the dots within the constraints of the shapefile (in this case, census tract) to give the viewer a sense for concentrations rather than actual quantitative or geographically located data points.



Data: 2012 ACS 5-year estimates

2. General Housing

In addition to looking at the finances involved in housing make-up and affordability, it was laid out in the Metrics & Measurements chapter that the City would look into inclusivity and fairness in Duluth's housing market. Categories include racial demographics, median income, homeownership, and neighborhood housing values.

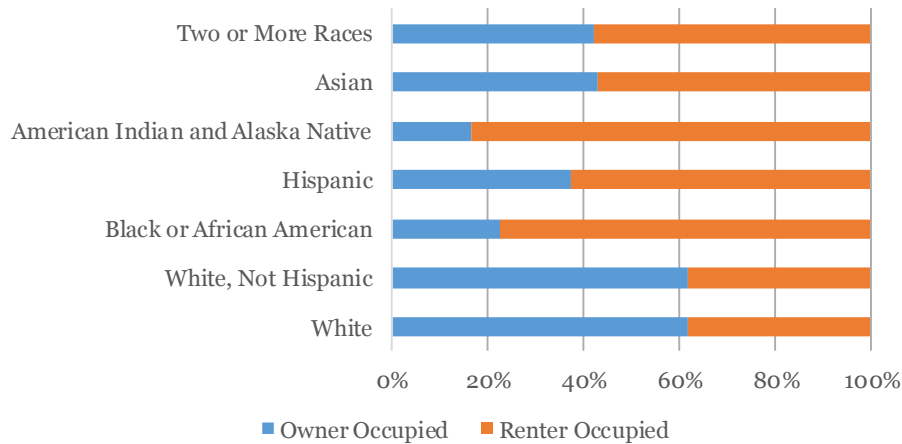
2.i. Housing Tenure by Race

To add another layer of complexity to the measurement of housing tenure, we overlaid the relationship between homeownership and race. In the graphic on the next page, it is clear that there is an evident connection between owning a home and racial demographic throughout the city. It is notable to compare the housing tenure rates for the whole city in 1.i to the rates for each race/ethnicity laid out in the chart for 2.i.

Governing Principles: 5, 14 | Policies: H3, H4



Housing Tenure by Race/Ethnicity 2017



Data: 2017 ACS 1-year estimates

Note: Not included is 'Native Hawaiian and other Pacific Islander' or 'Other' due to lack of data

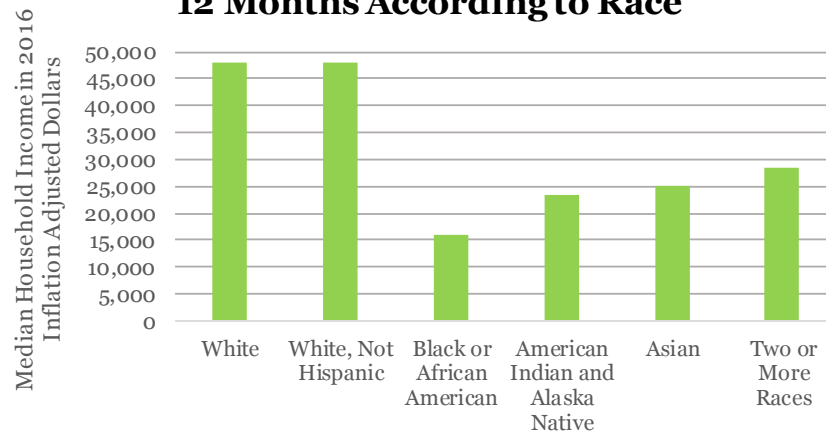
2.ii. Race, Homeownership, and Median Income

To address the relationship further, data was gathered on median household income estimates in connection to race/ethnicity. While it is important to consider that the American Community Survey data does not include exact counts and may include large margins of error due to sample and population size, a large disparity can be seen between different races/ethnicities throughout the City of Duluth.

On the next page, an overlay of the housing tenure map from 1.i and median household income is visualized spatially per census tract. With this map, one can begin to draw connections between income levels and home ownership.

Governing Principles: 5, 15 | Policies: H3, H5

Median Household Income in the Past 12 Months According to Race

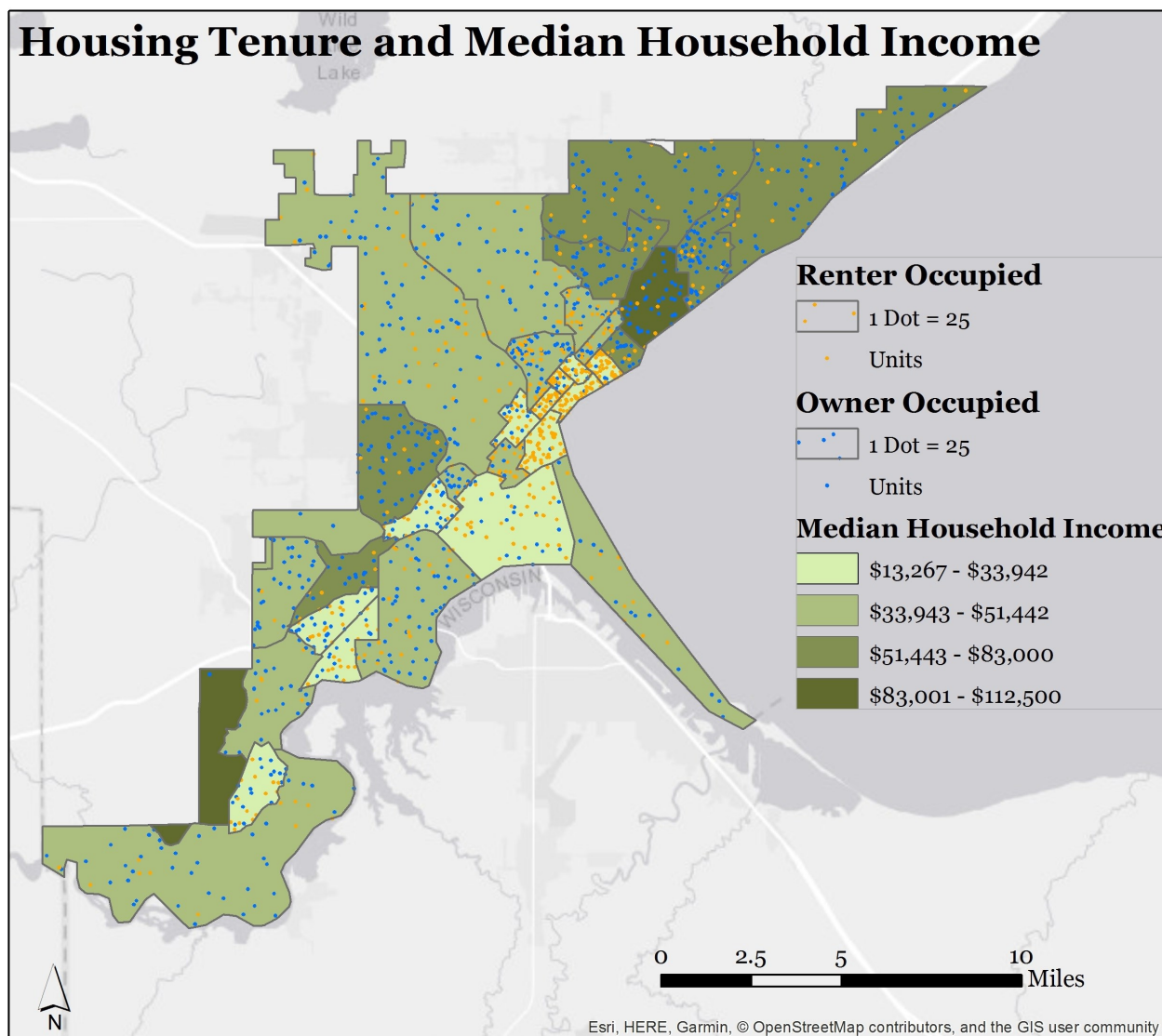


Data: 2016 ACS 5-year estimates

Note: Not included is 'Native Hawaiian and other Pacific Islander', 'Other', or 'Hispanic' due to lack of data

2.ii. Continued

Again, the dot density map below does not represent exact geographic locations of the owner or renter occupied units. However, it should be used as a visual tool to interpret concentrations of housing tenure throughout the city.

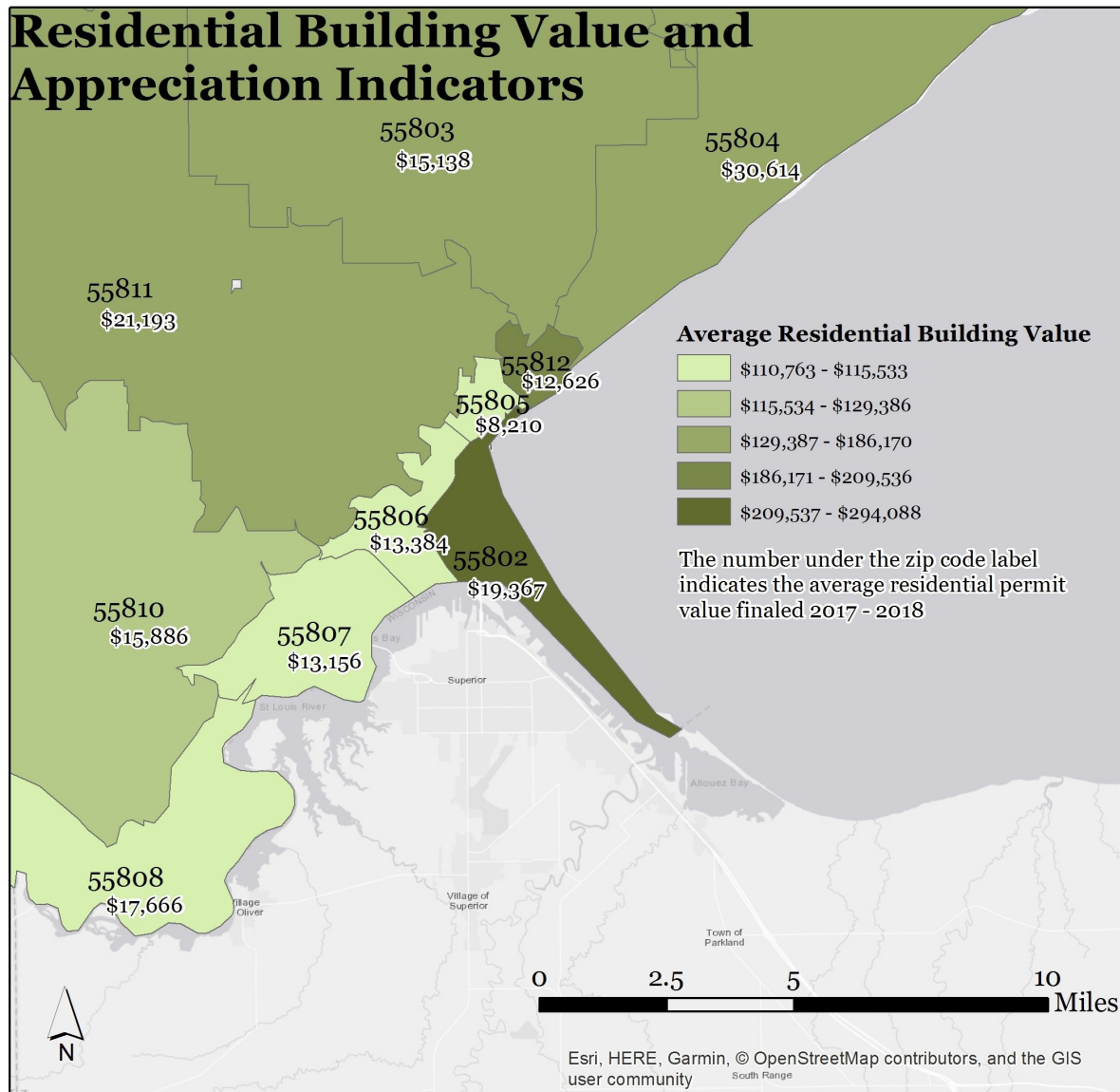


Data: 2012 ACS 5-year estimates

2.iii. Neighborhood Housing Value

Perhaps one of the most difficult indicators to evaluate, the map on the next page shows an overlay of the estimated average residential building value compared through the zip code scale. It also shows the average valuation of residential permits pulled from 2017-2018. This graphic begins to visualize which areas of Duluth are assessed and estimated to have the highest residential building value in addition to how much money is being invested for improvements. Imagine Duluth 2035 Policies and Strategies call for improvement of the City's housing stock and this map can be used to inform equitable decisions in funding assistance or programming priorities.

Governing Principles: 5, 16 | Policies: H3, H6



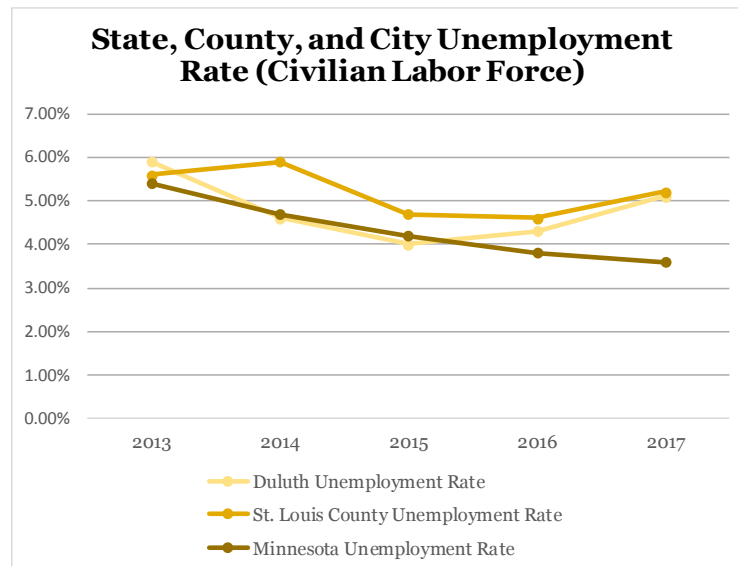
Data: Tax parcels, St. Louis County GIS 2018, Construction Services & Inspections permit data 2017-2018

3. Employment

Employment is an important topic when analyzing prosperity in a community. A low unemployment rate indicates that people are able to thrive. Furthermore, it is important to recognize the level of employment for all factions of a community and that is why this section covers differences in race/ethnicity, gender, and disability. Another indicator used to cover the projections of growth are job creation statistics.

3.i. Employment by Race/Ethnicity, Gender, Disability

With the graphics on the next page, one can see how Duluth compares to the County and the State along with information on how equitable employment opportunities are. By calling out differences between race/ethnicity, gender, and disability, we can better gauge how we are serving all constituents of Duluth and begin to think of how to create more all encompassing opportunities.



Data: 2017 ACS 1-year estimates

Unemployment Chart			
		Labor Force Participation Rate 2017	Unemployment rate 2017
Race/Ethnicity	White	66.90%	4%
	Black or African American	52.50%	23.10%
	American Indian and Alaska Native	54.30%	13.40%
	Asian	60%	8.30%
	Two or More Races	59.50%	12.30%
	Hispanic or Latino Origin	71.20%	5.30%
	White, Not Hispanic or Latino	66.80%	4%
Population 20-64	Male	80.90%	4.30%
	Female	78.30%	2.90%
Disability Status	With any disability	47.10%	10.30%
Indicates percentage higher than Statewide numbers			
Indicates percentage higher than County numbers			

Data: 2017 ACS 5-year estimates

Note: Not included is 'Native Hawaiian and other Pacific Islander' or 'Other' due to lack of data

3.ii. Job Creation Statistics

To foster growth of existing employers, it is also important to consider industry change and/or projections so the City can provide resources to assist businesses most effectively. With a healthy, forward-thinking work environment, the City can provide also provide better employment opportunities and contribute to a healthier community.

Governing Principles: 3, 4, 10, 15 | Policies: ED1, ED3



City of Duluth Industry Change 2016-2017		Job Creation chart	
		Industry Breakdown	
	Total, All Industries for the City of Duluth	NAICS Classified Industry Title:	Percentage Change 2016-2017
Number of Firms	2,419	Accommodation & Food Services	4.40%
		Admin. Support & Waste Mgmt. Services	-10.50%
		Agriculture, Forestry, Fish & Hunt	4.90%
		Arts, Entertainment, & Recreation	1.10%
Number of Jobs	59,045	Construction	-3.90%
		Educational Services	1.00%
		Finance & Insurance	-3.20%
		Health Care & Social Assistance	1.50%
Average Annual Wage	\$46,947	Information	-11%
		Management of Companies	-12.40%
		Manufacturing	3.20%
		Mining	N/A
Job Change 2016-2017	450	Other Services	-0.20%
		Professional & Technical Services	1.70%
		Public Administration	2.20%
		Real Estate & Rental & Leasing	5.50%
Percent Change 2016-2017	0.80%	Retail Trade	0.50%
		Transportation Warehousing	3.40%
		Utilities	2.10%
		Wholesale Trade	-2.50%

Data: DEED Quarterly Census of Employment & Wages Program 2016-2017

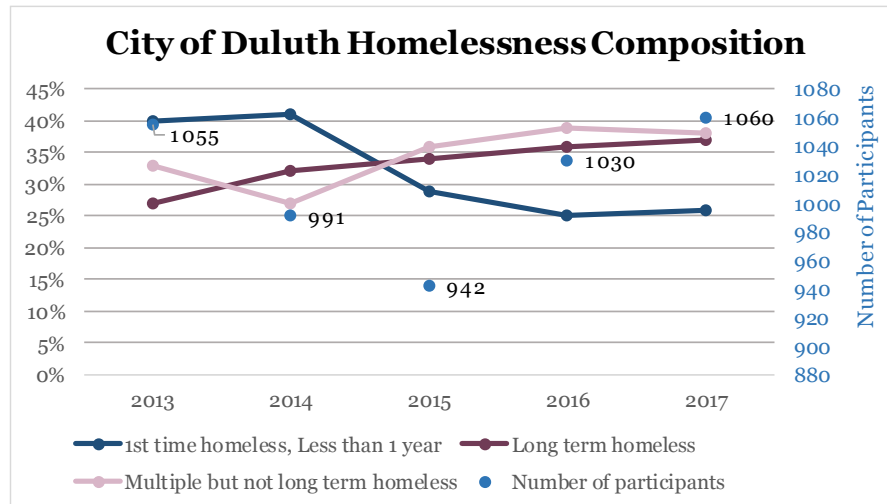
4. Poverty and Homelessness

The topic of poverty and homelessness stems directly from the new governing principles relating to health and fairness in Imagine Duluth 2035. People who are homeless or impoverished are often the most overlooked and the most vulnerable members of our community. These indicators are meant to showcase how we are doing in addressing challenges for those who find themselves in these difficult circumstances.

4.i. Homelessness Rates

Many of the policies and strategies laid out in Imagine Duluth 2035 aim to provide appropriate housing for all Duluthians. By measuring what kind of homelessness is occurring from year to year we can curate better programming and resources for those who find themselves in instable housing conditions.

Governing Principles: 13, 14 | Policies: H2, H4

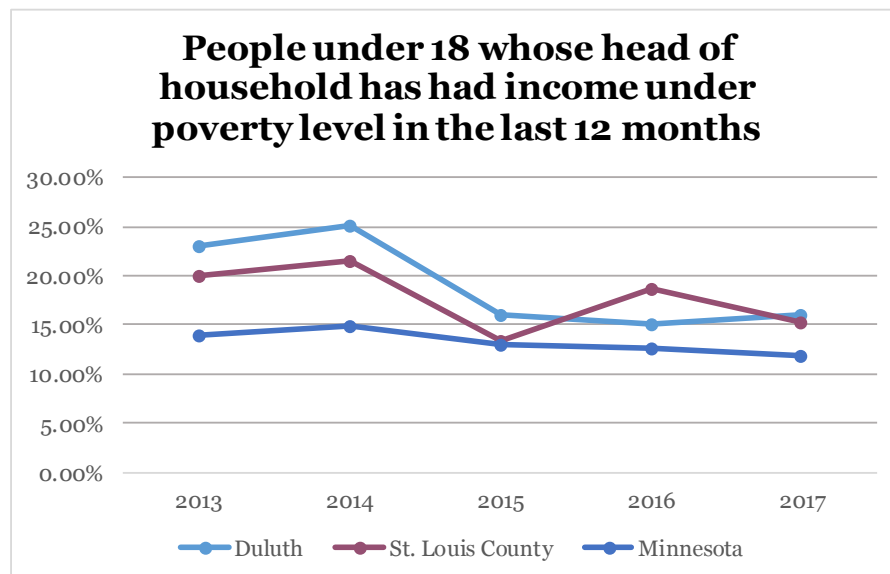


Data: Homeless Management Information System data 2005-2017

4.ii. Child Poverty Rates

When considering health and fairness, the conditions for youth in the City of Duluth cannot be ignored. Children living in poverty can find themselves at a disadvantage in terms of opportunity and development simply due to the income status of their household. How we stack up to our region and the State can serve as indicator for how we are operating for young people in our own neighborhoods.

Governing Principles: 13, 15 | Policies: H2, H5



Data: 2017 ACS 1-year estimates



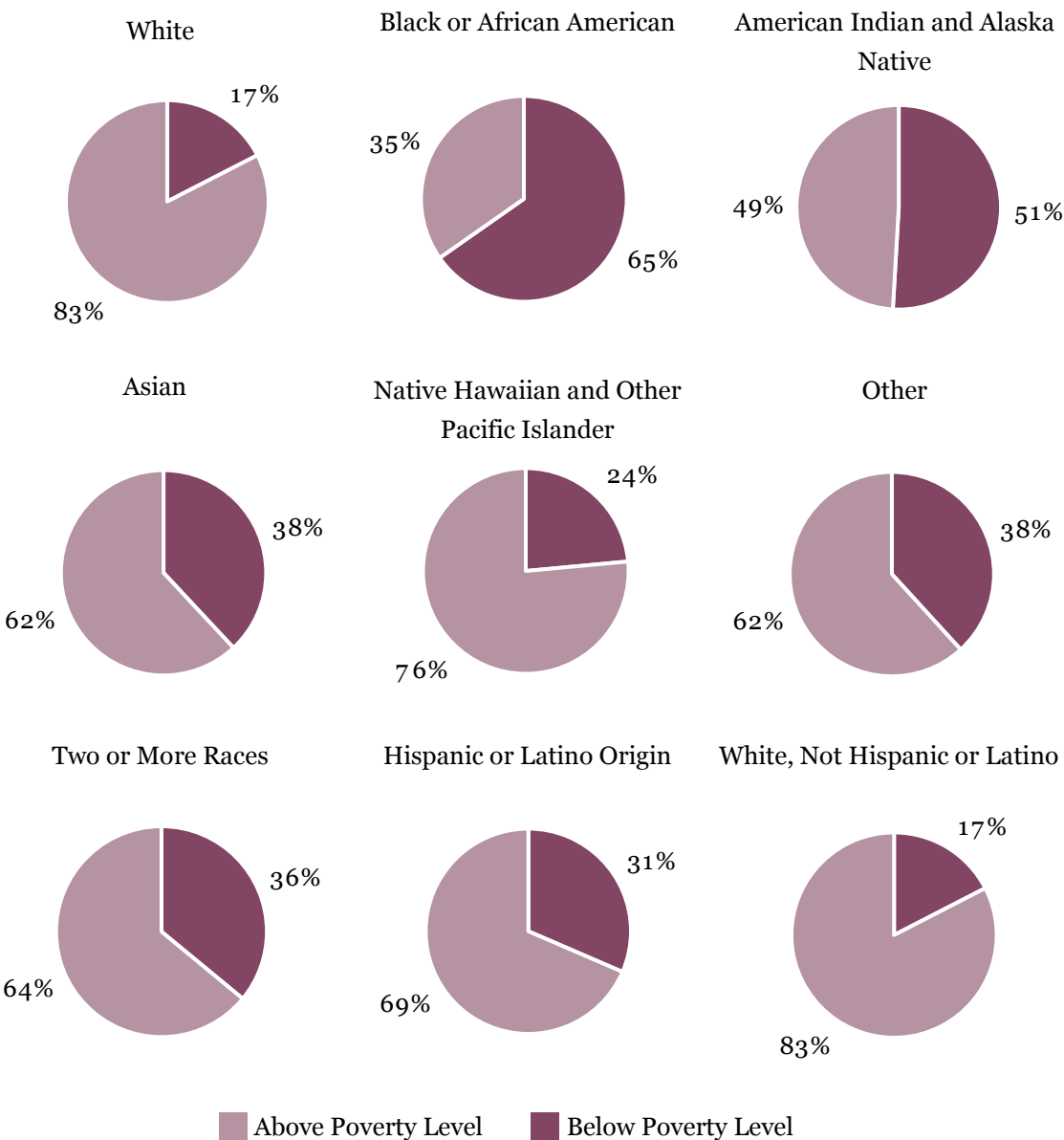
4.iii. Poverty Rate by Race/Ethnicity, Gender, Disability

Similar to employment, we laid out in the Metrics and Measurements chapter that we would consider how poverty is impacting different groups within the City. It is clear from the graphics below that some groups are being impacted more than others. Poverty should not be influenced by factors like your race/ethnicity, gender, or your disability status. By considering these disparities every year, the City of Duluth is working to measure how we better strive for an equitable community.

Governing Principles: 13, 16 | Policies: H2, H4

Poverty Status in the last 12 months by Race/Ethnicity

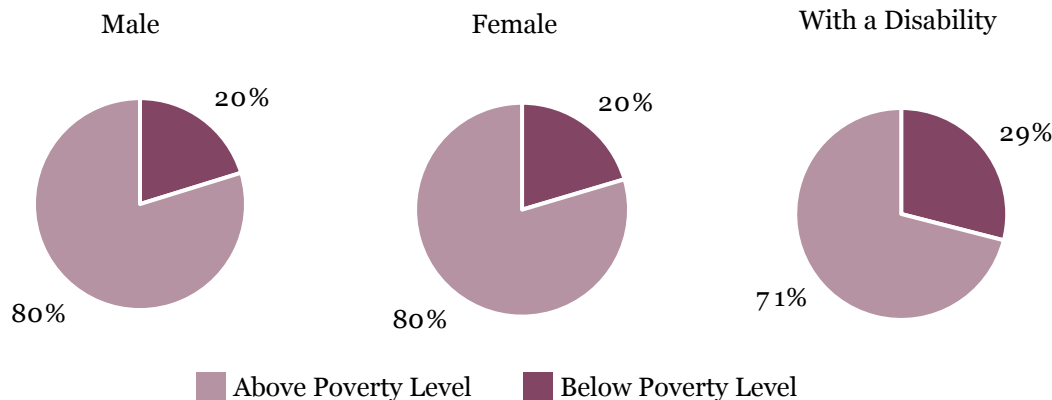
Note: Poverty threshold in 2017 for a 1-person household was \$12,060 and for a 4-person household was \$24,600. All poverty thresholds were calculated with this ACS data estimate.



Data: 2017 ACS 5-year estimates

Poverty Status in the last 12 months by Gender and Disability

Note: Poverty threshold in 2017 for a 1-person household was \$12,060 and for a 4-person household was \$24,600. All poverty thresholds were calculated with this ACS data estimate.



Data: 2017 ACS 5-year estimates

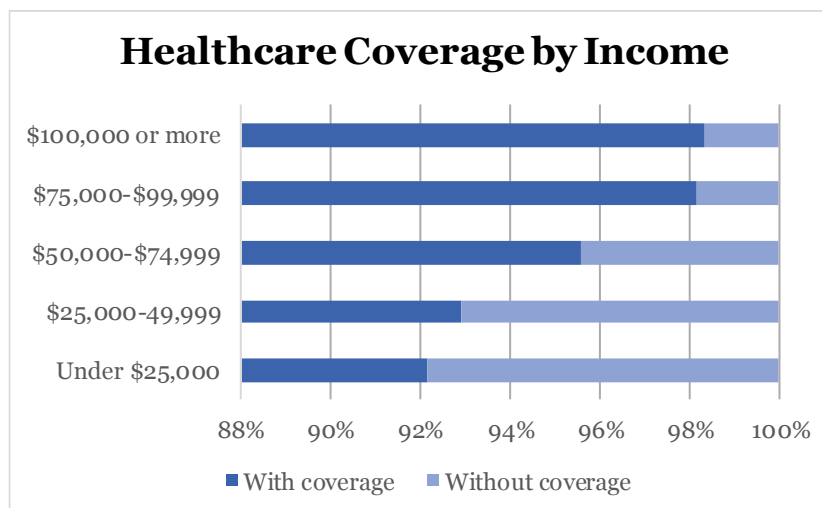
5. Health, Healthcare, & Food Access

Public health is a multifaceted topic that is often overlooked by City Governments. In Imagine Duluth 2035, we outline the importance of addressing public health by including indicators that summarize health care coverage, age-adjusted mortality rates, life expectancy, and grocery store access.

5.i. Residents with Healthcare Coverage

The graphic below is an estimate highlighting income classifications and healthcare coverage. By zooming in on the percentile, we can see that there is an increase of coverage in relation to increasing median household income. To improve health and address social factors, it should not be missed that income level can be a direct determinant of health outcome.

Governing Principles: 8, 13, 14 | Policies: OS5



Data: 2017 ACS 5-year estimates

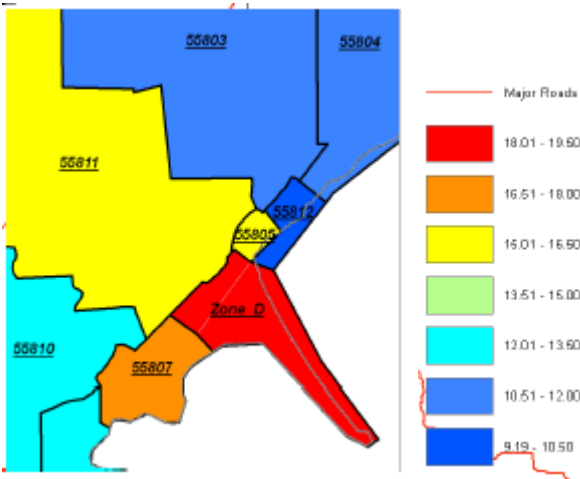


5.ii. Age Adjusted Mortality Rates

By viewing mortality rate through the zip code scale, we can make better informed conclusions as to why certain areas and neighborhoods have detrimental health outcomes. With this visualization we can better target programming and priorities in certain Duluth neighborhoods.

Governing Principles: 8, 13, 15 | Policies: OS5

Mortality Rate per 1000 by Zip Code



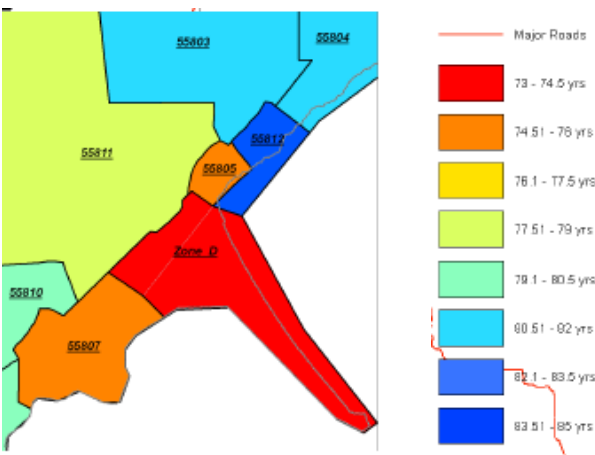
Data: Copied from St. Louis County's Health Status Report, 2012

5.iii. Life Expectancy by Zip Code

Similar to the graphic above, we continue to ask the question of why a person's zip code might be a detrimental determinant to health outcome. With consideration to the Principles and Policies laid out in Imagine Duluth 2035, we must address and continue to monitor such differences.

Governing Principles: 8, 13, 16 | Policies: OS5

Life Expectancy by Zip Code



Data: Copied from St. Louis County's Health Status Report, 2012

5.iv. Low Income and Low Grocery Store Access

Healthy and fresh food options are elements of urban living that are often taken for granted, especially when living in a metropolitan area. While the chart below is a measurement for the County as a whole, it is notable that despite Duluth's urban status, we are part of the statistic indicating low grocery store access. Considering demographics like income, vehicle access, and age, the visualization in the table below can help better inform our understanding of how to carry out Comprehensive Plan goals and address fresh food access.

Governing Principles: 8, 13, 17 | Policies: OS5

Grocery Store Access Chart for St. Louis County			
		2010 Percentage	2015 Percentage
Low access to grocery store	Overall	27.30%	25.60%
	Low Income Households	9.07%	8.62%
	No Car Households	3.36%	3.43%
	SNAP Households	No data	3.57%
	Households with Children	5.50%	5.22%
	Senior Household	4.38%	4.12%
Indicates higher than State average			
Indicates an increase from 2010 estimate			

Data: USDA Food Environment Atlas 2017 estimates

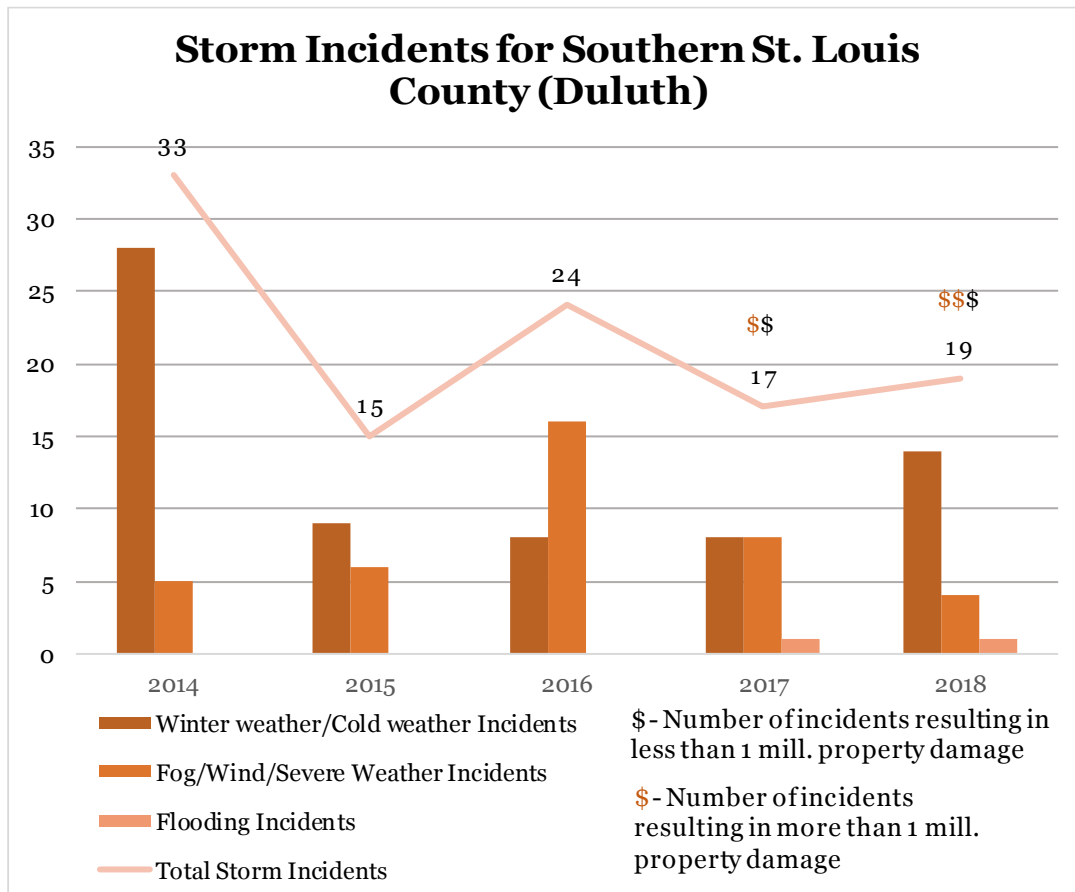
6. Resilient Community

Resiliency is considered throughout much of Imagine Duluth 2035 with policies and strategies that foster growth and support multi-modal transportation networks to name a few. The identified indicators for this section entailed gathering information on weather-related property damage, tax forfeitures, mileage of the bike system, and transit ridership.

6.i. Weather Related Property Damage

Improved resistance to natural disasters and storm resiliency were key goals outlined in the Comprehensive Plan and can be most directly related to the Open Space chapter. Storm resiliency is an important topic of focus for a community like the City of Duluth due to our direct location on lake superior and with consideration to our recent history, looking back to the 2012 flood. The chart on the next page shows a moderate amount of storm incidents but with a significant increase in storm related property damage in the last two years. Relief or mitigation planning could be a next step when considering what this indicator means for implementing the Comprehensive Plan.

Governing Principles: 1, 2, 7, 10, 13, 14 | Policies: OS1, OS2, T3, T5



Data: NOAA Storm events database, Jan. 2014 to Oct. 2018

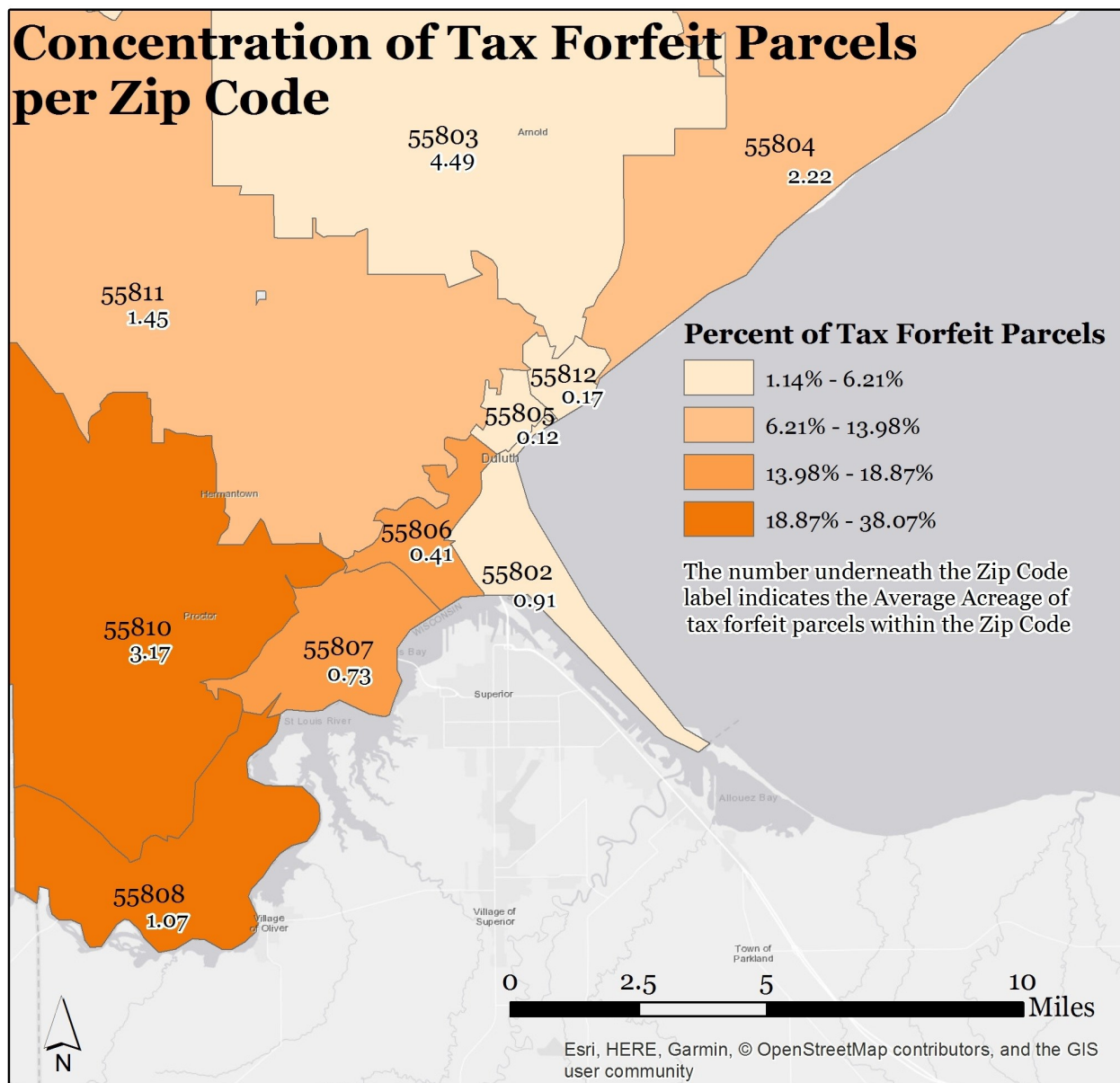
6.ii. Tax Forfeited Land



Productive, taxable land is an important asset to a city. This is especially true for a City like Duluth that has a high percentage of tax exempt parcels. In this next indicator graphic, one can spatially visualize where the concentrations of tax forfeit, unproductive land is located. It is evident that the highest concentrations are in the furthest west zip codes of the City. With this indicator, it is important to consider why this spatial pattern might exist. One should consider what past City policies or actions could have contributed to the current situation. Moving forward, we need to consider how to implement the Policies and Strategies laid out in the plan to better address keeping properties productive and redeveloping current tax forfeit parcels appropriately.

In addition to the choropleth map, showing tax forfeit parcel concentrations per zip code, the graphic on the next page also shows the average acreage of tax forfeited land. Most obviously this number gets smaller as it is closer to the more dense, Downtown and surrounding neighborhoods. Conversely, this number gets larger as it moves to the outer zip codes.

Governing Principles: 1, 2, 7, 10, 13, 14 | Policies: OS1, OS2, T3, T6



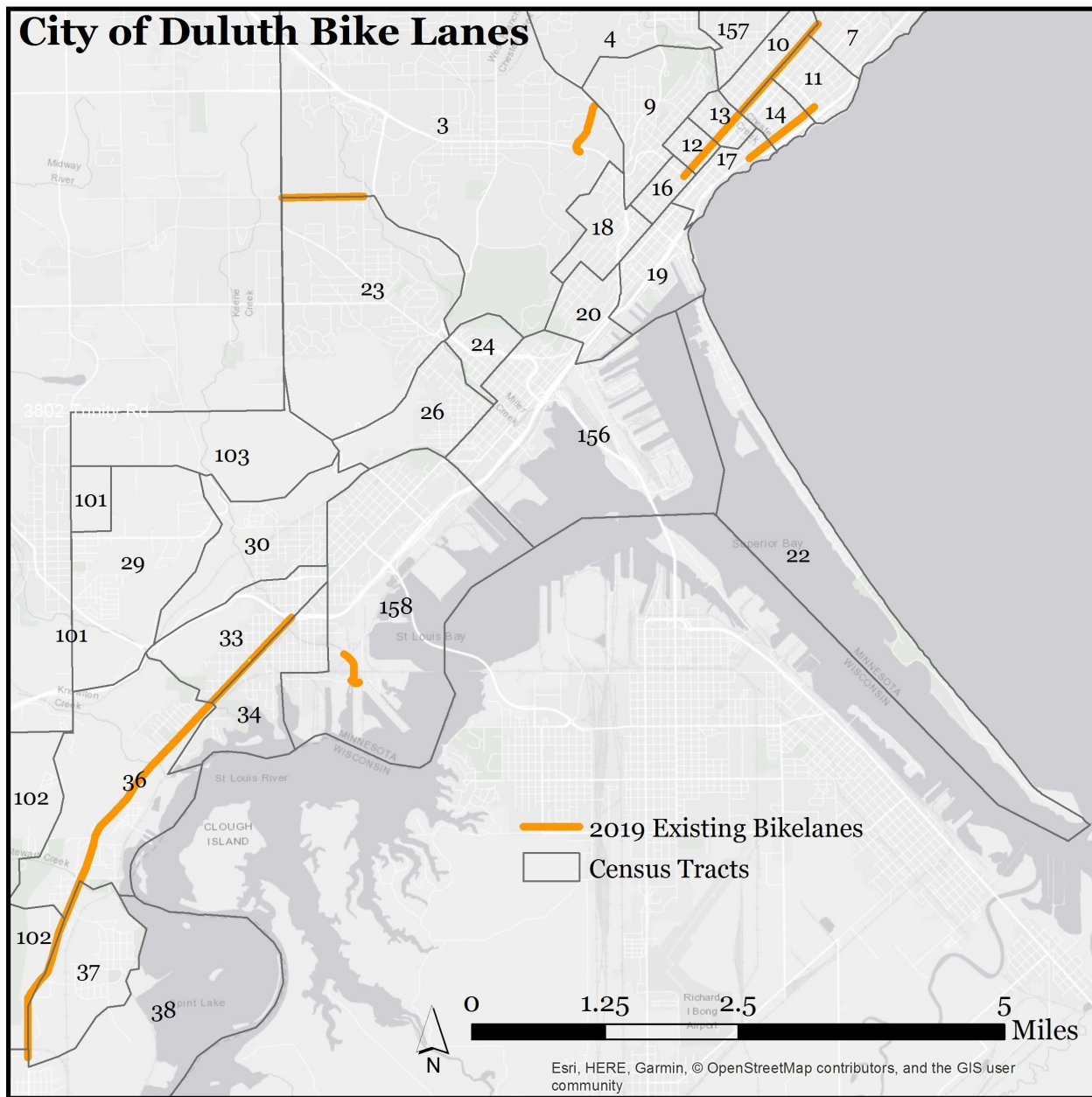
Data: Tax parcels, St. Louis County GIS, 2018

6.iii. Bike Lane Mileage

With the goal of being a resilient community, multi modal transportation options were highlighted in the Metrics and Measurements chapter of the Comprehensive Plan. The mileage of bike lanes throughout the city, with consideration to which neighborhoods were best served, was the focus of this indicator.

As can be seen in the map on the next page, Duluth's bike system is not very extensive and furthermore not very connected. The definition of "bike lane" used in this graphic includes clearly painted bike lanes on the roadway without delineators or vehicle protection. It is notable that no bike lanes in Duluth have bike lane delineators. Additionally, the bike lanes indicated in the map are of varying widths.

Governing Principles: 1, 2, 7, 10, 13, 16 | Policies: OS1, OS2, T3, T7



Census Tract	3	7	10	11	12	13	14	16	17	23	33	34	36	37	102	158
Length of Bike Lane (miles)	1.27	0.14	1.11	0.63	0.35	0.35	0.88	0.09	0.26	0.77	1.1	1.1	2.5	2.14	1.76	0.37
Percentage of Bike System	13.6%	1.5%	12%	6.7%	3.8%	3.8%	9.4%	1%	2.8%	8.3%	12%	12%	27%	23%	19%	4%

Data: Metropolitan Interstate Council GIS files 2018

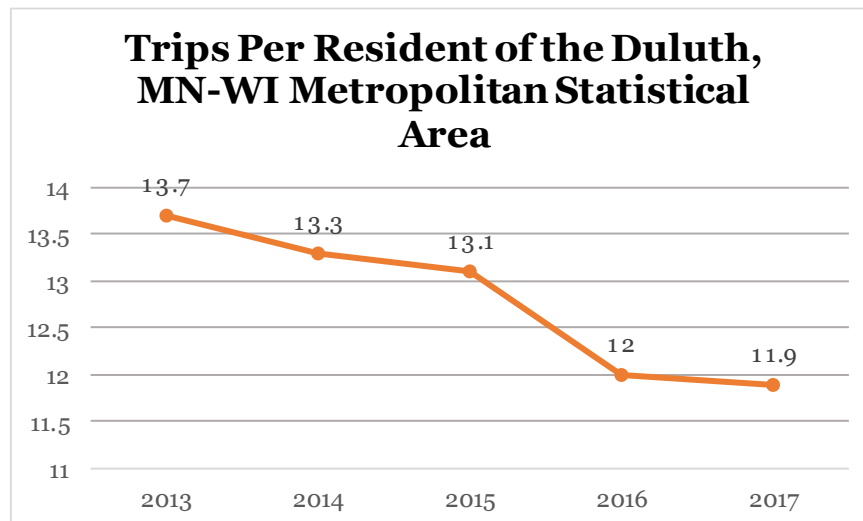
6.iii. Continued

Something to note in the table below the bike system map is that there are overlaps in the length of lane per census tract because some bike lane corridors ride directly along multiple tract boundaries. This is also reflective in the percentage of bike system calculation and explains why the percentage totals are greater than 100%. This was done to indicate how the bike system is distributed across the City.

6.iv. Transit Ridership

In addition to supporting multi modal choice through bike lane implementation, the City has outlined the goal of improving its public transportation network in Imagine Duluth 2035. A sign of health in a transit system is how utilized it is by residents. As can be seen from the chart below, the Duluth transit system has seen declining use in the last few years. That being said, this can be in reaction to many different things such as gas prices, unemployment, and construction projects to name a few.

Governing Principles: 1, 2, 7, 10, 13, 17 | Policies: OS1, OS2, T3, T8



Data: 2013-2017 ACS 1-year estimates and National Transit Database



CONCLUSION

The metrics laid out in the 2018 Identified Indicators Report gives us a well rounded snapshot of where the Duluth community stands in terms of equitable opportunities, growth, stewardship, and community connections among many other things. As stated before, this annual report is the first of many that are meant to build upon each other to produce a dynamic picture of how the Duluth community is transforming with guidance from Imagine Duluth 2035. With the initial benchmarks laid out, so far we see a city that is uniquely progressing and seizing opportunities, but not without difficulty or limitations.

In terms of housing, it is evident from the indicators in the report that many Duluthians currently face challenges in affording somewhere to live, a large portion to the point where it is considered a severe burden on their income. This experience is not unique to just renters or homeowners and can be witnessed across all income levels. However, rental units see a more disproportionate impact of housing cost burden on lower income households compared to owner occupied units. Housing tenure has remained relatively consistent over the last five years for the City of Duluth with about 60% home owners and a respective 40% renter composition. The distribution of housing type is not the same across all Duluth neighborhoods. The Hillside neighborhoods, Lincoln Park, areas close to the Mall, and areas near Educational Institutions see the largest geographic concentrations of rental units.

In addition to considering housing in terms of cost burden and tenure, the indicators start to gauge how the city is creating fair housing outcomes and how neighborhood home values compare. When looking at the indicators in the general housing section, it is estimated that if you are White, you are more likely to own a home than rent compared to all other minority groups in the City. The White, Non-Hispanic demographic follows the general trend of housing tenure throughout the city while other minority groups do not. Considering this, it is also notable that a substantial majority of the City of Duluth is White, Non-Hispanic. Furthermore, median household income will often be higher if you are White compared to all other minority groups. Higher median household income is generally found on the Eastern side of the city with a few pockets of wealth on the Western outskirts of Duluth. Additionally, estimated residential building value is higher on the Eastern side of the City with similarly valued areas including Park Point and the Mall Area. Average residential permit valuation also

follows this trend with some hotpots of residential investment in the furthest West census tracts of the City.

Along with housing affordability and inclusivity, we studied employment figures and their breakdown along race, gender, and disability status. Overall, Duluth sees lower unemployment rates than St. Louis County but higher than the State of Minnesota. If you are White, you are more likely to be employed than all other minority groups in the City. Females have a lower unemployment rate than males when compared to the average citywide number. And finally, if you have a disability, you are more likely to be unemployed compared to the City's overall rate. Duluth's job market is growing but at a slower rate— 0.8% to be exact. The biggest industries of growth are Real Estate & Leasing, Agriculture, Fishing & Hunting, and Food Service & Hospitality. The biggest industries of decline are Administrative Support, Management, and Construction.

The indicators from the fourth section, Poverty & Homelessness, show us that Duluth has seen a change in its homeless composition. 1st time homelessness has decreased over the last few years while long-term or short but multiple term homelessness has increased in the interviewed homeless population. Over the past five years, there has been a slight decreasing trend in child poverty rates. Duluth has typically seen higher percentages of child poverty when being compared to St. Louis County and the State of Minnesota. In terms of racial demographics, if you are White, you are more likely to be above the poverty level compared to all other minority groups throughout the City. There is no difference in poverty rate between genders but there is a higher poverty rate if you have a disability.

Moving forward into the topic of healthcare, our indicators show that Duluthians who have a lower income are more likely to not have healthcare coverage than those with higher incomes. Additionally, where you live is often a determinant of health outcome. Both mortality rates and life expectancies see differences by the zip code with Central Hillside, Downtown, and Lincoln Park showing higher rates of death and lower life expectancies. From 2010 to 2015, St. Louis County has increased grocery store access for all vulnerable households except those without vehicle access. Vulnerable households in this case include low-income, SNAP beneficiaries, and senior households. 8.6% of low income households see low grocery store access in the most recent year of measured data, 2015. Finally, the County sees a higher percentage of low grocery store access overall when being compared to the State of Minnesota.



The last set of indicators, the Resilient Community section, reports on a wide breadth of information. In the last two years, the City has seen an increase in reported storm-related property damage. This could include a variety of weather conditions such as flood, severe storm weather, and winter weather conditions. The concentrations of tax forfeit property are most heavily located in the far West zip codes of the City. Additionally, indicators show that the bike lanes throughout Duluth are not incredibly sophisticated and are often geographically disconnected. The most well served neighborhoods by the bike system appear to be in East and Central Hillside in addition to parts of Western Duluth stemming from Spirit Valley to Gary New Duluth. Lastly, transit ridership per capita has seen a decrease in the last few years. However, this change in figure could be due to various economic or built environment factors and is not always reflective of the overall viability of the entire transit system.

The City, in partnership with stakeholders and the Duluth community, identified many challenges and opportunities in Imagine Duluth 2035. All of the indicators in this report are meant to help inform prioritization, policy change, and programming for years to come. A large portion of the data gathered in this first 2018 Identified Indicators Report predates or coincides with the adoption of the Comprehensive Plan (June 2018). Because of this, it is difficult to decipher if any of these indicators show implementation of the plan. Therefore this first set of indicators act as a baseline measurement to help the City track progress in the future. Duluth is a dynamic city with many unique opportunities that lie ahead. By relying on data and analysis documented in annual reporting efforts, the City of Duluth can better serve residents and visitors for years to come.

